

DEPARTMENT OF THE NAVY

COMMANDER AMPHIBIOUS GROUP THREE NAVAL STATION BOX 368201 3985 CUMMINGS ROAD, SUITE 4 SAN DIEGO, CALIFORNIA 92136-5289

SOPASUBAREAEASTINST 5530.1F

OCT 15 1999

SOPASUBAREAEAST INSTRUCTION 5530.1F

Subj: PIER PHYSICAL SECURITY

Ref: (a) SOPASDIEGOINST 5000.1F

(b) OPNAVINST 3120.32C

(c) OPNAVINST 3591.1C

(d) OPNAVINST 5530.14C

Encl: (1) Pier Physical Security Standards

(2) Pier Sentry Responsibilities and Duties

(3) Orders to the Sentries

(4) Pier Sentry (PQS)

(5) Pier Sentry Watch-to-Watch Check-off List

(6) Pier Sentry Drill Initiating Order/Check List

(7) Pier Security During Threat Conditions

(8) Conditions for the Use of Deadly Force

(9) Standard Patrol Area for Small Boats Diagram

- 1. <u>Purpose</u>. To promulgate standards for pier physical security, provide standard training guidelines for pier sentries, and establish minimum security requirements during increased threat conditions for Naval vessels inport.
- 2. Cancellation. SOPASUBAREAEASTINST 5530.1E
- 3. <u>Background</u>. Watchstanders charged with enforcing pier physical security must be adequately trained to carry out their duties. This instruction provides an overview of the pier physical security requirements, specific responsibilities for watchstanders and promulgates PQS training standards and required certifications for pier sentry qualification. Additional guidance may be found in references (a) through (d).
- 4. Restricted Area Designation. All piers and wharves within SOPA Sub-area East San Diego perimeters are designated Level One Restricted Areas. Security standards as described in Appendix IX (Part 4) of reference (c) will apply.

5. Responsibilities

a. The Senior Officer Present Afloat (SOPA) at each pier is responsible for the security of the pier. Pier SOPA responsibility will be formally passed upon departure to the next senior officer. Upon departure of the last ship at the pier, the security of the pier will be formally passed to the Commanding

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Officer, Naval Station, San Diego. The Pier SOPA Instructions will be hand delivered to SOPA Sub-area East Admin located Bldg. 75, Naval Station, San Diego.

- b. Each Pier SOPA will promulgate a pier sentry watch bill. At no time while a ship is moored at a pier will the pier sentry post be left unmanned. When the last ship at a pier gets underway, that ship (Pier SOPA) shall coordinate in advance with a ship at an adjacent pier to cover pier sentry responsibilities during the short period between when the brow is removed and when the ship has cleared the pier/slip area.
- c. Implementation of watch standards and the training of pier sentry personnel will be in accordance with enclosures (1) through (8) and shall be the responsibility of the Commanding Officer of the unit providing these personnel to the individual Pier SOPA, who organizes the pier watchbill.
- d. Monitoring the implementation of these watch standards shall be the responsibility of each Pier SOPA.
- e. Each ship will assign a collateral duty pier security training officer and provide a cadre of pier sentries, trained in accordance with this directive. The pier security training officer may also be the ship's security officer and/or CMAA.
- f. The Commanding Officer, Naval Station, San Diego is responsible for training ship's pier security training officers and for day-to-day supervision of pier security watchstanders.
- g. Each ship is responsible for ensuring all personnel have a thorough knowledge of threat conditions (THREATCONS) and are apprised of the current THREATCON for their pier and the station. Once a threat level had been established through intelligence channels, a corresponding THREATCON will be set by responsible authority as outlined in reference (a).
- h. SOPA Sub-area East Admin will inspect and evaluate pier security to ensure compliance with applicable standards. Enclosure (6) will be used during intrusion exercises.

6. Action

a. Commanding Officers of all units shall implement the procedures contained herein. Specifically, all watchstanders assigned to pier sentry and rover watches shall be in accordance with enclosures (2) through (4) prior to being assigned to these watches.

- Each Pier SOPA shall ensure compliance with these standards during a daily random inspection of watchstanders, which will be logged on the watch-to-watch check-off list shown in enclosure (5).
- To enhance surveillance of waters in the vicinity of ships and piers, all ships shall rig downward pointing, waterline security lights when moored at Naval Station, San Diego. Lights will be turned on from sunset to sunrise.
- When directed, Pier SOPA's shall coordinate the addition of picket boat patrols from security against waterborne threat. These boats will be provided by the ships berthed at the pier. If desired, a boat crew from a ship may operate another ship's boat, however, they will be PQS qualified for their assigned boats. Unless otherwise modified by SOPA Sub-area East, the small boats shall patrol areas as depicted in enclosure (9). Temporary modifications, resulting from an adjacent Pier SOPA being unable to patrol their area while refueling or conducting quick maintenance to a boat, will be at the discretion of the Pier SOPA's involved. Any modification lasting over two hours must be approved by SOPA Sub-area East. The boats shall patrol their areas in a random manner and will coordinate with adjacent boat patrols for inspection under piers and between ships. Pier SOPA's shall maintain continuous communications with their boat. If the threat condition dictates, SOPA Sub-area East may direct that all boats be armed with small caliber weapons. All boats shall be provided flares to rapidly alert all ships and boats in the area of an impending threat.
- Commanding Officers of individual ships are responsible for providing general anti-terrorism procedures and security in accordance with ISIC quidelines and instructions from higher authority when proceeding to a higher THREATCON.

Distribution: COMPHIBGRUTHREEINST 5216.1W SOPA SUBAREA EAST ADMIN Coordinator SOPA San Diego

Copy to:

All Ships Present San Diego

PIER PHYSICAL SECURITY STANDARDS

Pier Sentry/Roving Patrol Standards

a. Watchstander Requirements:

- (1) During THREATCON normal, when one or more ships are moored at the pier, one Pier Sentry (E-4 or above) watchstander will be stationed. The Pier SOPA will be responsible for the supervision of pier sentry.
- (2) The above pier sentry patrol standards are minimum requirements. Pier SOPA shall ensure that adequate augmentation for pier watchstanders and roving patrols is provided if pier traffic density so dictates or when increased THREATCON is in effect.
- b. Pier sentries will wear clean dungarees with Command or Navy ball caps with a clean guard belt. (In case of inclement weather, the blue working jacket and/or raincoat may be worn.) Sentries will be equipped with a standard 2611 straight police baton, with no side handle or thong attached. The police baton will have a grommet attached to it which will keep it safely in a speed ring on the duty belt. The watchstander will carry a handheld whistle provided by the parent command.
- c. Pier sentries will complete the Pier Sentry Watch-to-Watch Check-off List, enclosure (5), and ensure all items have been completed prior to relieving the watch.
- d. The duress light/siren will be tested by a Pier SOPA representative once daily on the 08-12 watch. At all other times, energize it only in case of emergency or when directed by SOPA Sub-area EAST or Pier SOPA. Inoperative duress lights/sirens, telephones, and gate fences will be reported to Pier SOPA and Naval Station Pier Supervisor (ext. 6-8506). Pier SOPA will initiate priority action to correct inoperative lights/sirens, telephone, and gate fences.
- e. Due to civilian manning, Military Sealift Command (MSC) (A ships, when moored alone or with other units at any pier located at Naval Station, San Diego, shall not be required to maintain security watch personnel at the head of the pier. At a minimum, MSC ships shall maintain a 24 hour quarter-deck security watch. This watch shall make every effort to ensure the security and safety of all pier and shipboard areas within his or her sight. In addition, MSC ships shall ensure their personnel conform to all applicable security measures listed in the instruction.

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A)

Questions regarding pier security requirements or cleanliness should be directed to SOPA Sub-area East Admin for additional guidance.

- 2. <u>Pier Access</u>. In accordance with reference (c), the following minimum security measures are required for Level One Restricted Areas:
- a. A clearly defined protected perimeter. The perimeter will consist of barricades or a fence constructed in accordance with reference (c). The perimeter must be posted at the point of ingress with a sign measuring approximately 12 inches by 18 inches in size and appropriate lettering stating "WARNING. RESTRICTED AREA. KEEP OUT. AUTHORIZED PERSONNEL ONLY." Commanding Officer, Naval Station is responsible to ensure appropriate posted perimeters exist.

b. Pedestrian Access

- (1) The pier sentry may allow personnel access to the pier with the following types-of photo-identification cards:
 - (a) Military/Dependent
 - (b) Public Works Center employees
- (c) Commercial contractors (ensure the contractor is authorized for work at the pier. If necessary, call the quarterdeck of the ship having the work done).
- (d) Emergency and law enforcement personnel, including Naval Criminal Investigative Service, Defense Intelligence Service and the United States Marshall having proper credentials.
- (e) Permanent passes (foreign stations) (e.g., Master Labor Contract (MLC) employees, Individual Hire Agreement (IHA) employees).
 - (f) Department of Defense Identification
- $\mbox{(g)}$ Merchant Seaman Identification for USNS and U.S. contract ships.

- (2) Personnel without proper identification as indicated above will be required to be escorted by a responsible person from the ship being visited. Such visitors will be logged in and out by the pier sentry. Personnel without proper identification as indicated above being escorted by a Commanding Officer, Executive Officer, or any 0-5 or above grade officer may be allowed access without signing in with the pier sentry. Visitors under escort as indicated above will not be required to show identification. This applies only if no THREATCON has been established.
- (3) All identification cards will be checked by pier sentries for proper photo and expiration date. In any circumstance when an identification card is expired, suspicious looking, or otherwise in question, the pier sentry will detain the individual, inform Pier SOPA and call Base Police if necessary.

c. Hand Carried Items

- (1) During non-threat conditions, hand-carried items may be visually inspected on a random basis for prohibited items such as firearms, explosives, narcotics or other contraband. When conducting random inspections, Pier SOPA will provide written orders to the pier sentry indicating the day and time, and which person (by number passing through access) is to be inspected.
- (2) If it is suspected that a package contains explosives, detain the individual and keep personnel well clear of the package. Duress/emergency procedures will be executed.
- (3) Occasionally pier sentries will be told that a container holds classified material. The item should not be opened if the individual can present a courier authorization card or a signed letter of authorization. If neither of these documents is presented, it should be verified that the package contains papers and the quarterdeck of the ship where the package is to be delivered should be notified. Envelopes are not to be unsealed.

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d. Vehicle Access

- (1) All identification cards (driver and passengers) will be checked by pier sentries for proper photo and expiration date. No vehicle will be allowed to follow another vehicle onto the pier until it has been properly checked. If no-threat condition exists, verification of ID card will only be required of the driver. In any circumstance when an identification card is expired, suspicious looking, or otherwise in question, the pier sentry will detain the individual, inform Pier SOPA, and call Base Police if necessary.
- (2) Cement barricades in front of the pier gate will not be removed without the expressed permission of SOPA Sub-area East, and Naval Station Security Officer.
- (3) Pier sentries will use gates to restrict unauthorized vehicular access whenever a vehicle is not actually entering or leaving a pier.
- (4) Pier sentries will permit only the following onto the pier:
- (a) Commercial contractor, Public Works Center, vendor, or Supply Center vehicles essential to ongoing ship/pier maintenance or repair. For this purpose essential is defined as those vehicles which may be physically attached to ships via hoses or cables (e.g., tank trucks, compressors, generators), or those vehicles carrying similar equipment required for pier maintenance. These vehicles may be parked on the pier for the duration of their use.
- (b) Other commercial contractors, Public Works Center, vendor, or Supply Center vehicles will be authorized access to the pier only to deliver parts, equipment, or supplies which cannot be carried by hand. Drivers must have purchase order, manifest, or invoice cansigning goods to a ship at the pier. These vehicles will be removed from the pier as soon as delivery is complete. (Pier SOPA will determine whether vehicles require access to pier and if cargo can be hand carried to customer/ship).

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- (5) Pier sentries shall limit the total number of vehicles, other than Fire Marshall Inspector, Dockmaster or PWC vehicles (cranes and utility trucks) on any pier to no more than ten when no threat condition exists. This does not include the official government vehicle parking spaces already established on Piers 2, 7, and 13. Only official government vehicles may be parked in these spaces. On all other piers, official government vehicles, including command sedans, may be driven onto the pier for pickup/delivery only and must be parked at the quaywall when not in use. Once the safe capacity is reached, flow control will be established by a vehicle-for-vehicle turnover. No vehicle, unless physically attached to a ship or in a marked designated parking space on Piers 2, 7, and 13, shall be left unattended on the pier at any time.
- (6) Pier sentries will ensure large vehicles back down the pier. All vehicles shall be stopped clear of fire lanes and parallel to the edge of the pier facing in the direction of shore to allow for emergency evacuation if necessary.
- (7) Supplies will be stacked clear of fire lanes when delivered and removed by the applicable ship as soon as possible.
- (8) Personal vehicles are not authorized access to the pier (except civilian contractor company cars). Exceptions to this policy may be granted only by Pier SOPA for ships returning from deployment, opportune lift requirements, or ships changing homeport on a not-to-interfere-with-operations basis.

3. Duress and Emergency Procedures

- a. All piers will have an active duress procedure available to pier sentries to include the following signals:
- (1) Whistle (four whistle blasts will cause pier ships to go to security alert and send a messenger from their quarterdeck to provide assistance to pier sentry).
 - (2) Duress light/siren.
- (3) Messenger to nearest ship's quarterdeck announcing a security alert.
 - (4) Pier phone to Base Police and Pier SOPA.
- b. All signals shall be used simultaneously in the following order:

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- (1) Four whistle blasts.
- (2) Duress light/siren.
- (3) Messenger to nearest ship's quarterdeck.
- (4) Pier phone to base police, then Pier SOPA.
- c. After the light/siren has been energized, alert is sounded and acknowledged by ships, immediately call Base Police, then inform Pier SOPA by phone or messenger of the reason for the alert. Security alert should be sounded prior to Pier SOPA being notified in order to expedite defensive preparations. Additionally, other ships on the pier should be prepared to send a messenger or armed personnel as necessary, or when directed by Pier SOPA, to assist the pier watch.
- d. In the event of any actual or potential breach of pier and/or ship security, duress signals shall be used to bring all ships to security alert. It is better to sound a pier-security alert and find out later that it was unnecessary than to not sound it when an actual threat occurs. The following provides list (not inclusive) of potential threats:
 - (1) Unidentified personnel.
 - (2) Unescorted individual access.
 - (3) Forceful entry-by vehicles.
 - (4) Civilian watercraft/floating objects.
 - (5) Swimmers/divers.
 - (6) Suspicious baggage/equipment.
 - (7) Low-flying aircraft.

OCT 15 1999 PIER/SENTRY/RESPONSIBILITIES AND DUTIES

1. Responsibilities of the Pier Sentry

- a. Comply with all posted directives and the orders listed in enclosure (3).
- b. Maintain condition of the pier sentry shack and installed alarm systems, also protect government property from damage/defacing.
 - c. Notify Pier SOPA of any situation other than normal.

2. Duties of the Pier Sentry

- a. The primary duties of the pier sentry are:
 - (1) Provide security for the pier.
- (2) Provide early warning for all ships at the pier in case on intrusion or other emergency.
 - (3) Other duties outlined in enclosure (1).
 - b. The secondary duties of the senior pier sentry are:
 - (1) Report safety hazards on the pier to Pier SOPA.
 - (2) Ensure no photographs are taken on the pier.
- (3) Ensure firelanes are kept clear and notify Pier SOPA if vehicular congestion becomes excessive. Call Base Police for removal of unauthorized unattended vehicles reported by rovers or other competent authority.
- (4) Complete watch-to-watch check-off list prior to assuming the watch.
 - (5) Supervise performance of roving patrol, when posted.

3. Duties of the Roving Patrol

- a. Assist pier sentry as directed.
- b. Conduct face-to-face check-in with senior pier-sentry and Pier SOPA OOD on a random cycle not to exceed one hour.

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- c. Ensure vehicle drivers do not leave vehicles unattended (see exceptions in enclosure (1) to this instruction). Report unauthorized, unattended vehicles to OOD of nearest ship for resolution. If not resolved, notify pier sentry.
- d. Immediately report all safety hazards to pier sentry and keep visitors clear of mooring lines when ships are arriving or departing. Ensure fire lanes are kept clear.
- e. Report to pier sentry if photographs are being taken on the pier.
- f. Hail and direct non-military craft within or approaching the areas between pier (inland of a line conhecting the pierheads) to remain clear. Report noncompliance to the pier sentry for subsequent reporting to Base Police and Pier SOPA.
- g. Ensure personnel properly dispose of trash in trash dumpsters and metals in metal only bins. Any personnel observed disposing of hazardous waste materials (e.g., paint, oil, medical waste, solvent, etc., to include their empty containers) or wet garbage in trash dumpsters and "metals only" bins will be directed to remove such. Violators will be reported to the OOD of the ship responsible and to the pier sentry.

ORDERS TO THE SENTRIES

- 1. Take charge of this post and all government property in view.
- 2. Walk my post in a military manner, keeping always on the alert, and observing everything that takes place within sight or hearing.
- 3. Report all violations of orders I am instructed to enforce.
- 4. Repeat all calls from the post more distant from the quarterdeck than my own.
- 5. Quit my post only when properly relieved:
- 6. Receive, obey, and pass on to the sentry who relieves me all orders from the Commanding Officer, Command Duty officer, Pier SOPA, and Petty Officer of the Watch.
- 7. Talk to no one except in the line of duty.
- 8. Give the alarm in case of fire or disorder.
- 9. Call the Pier SOPA in any case not covered by instructions.
- 10. Salute all officers and all colors and standards not cased.
- 11. Be especially watchful at night and during threat conditions. When challenges are required, challenge all persons on or near my post and allow no one to pass without proper authority.

PQS FOR PIER SENTRY

Pier Sentry Fundamentals

References:

- (a) SOPASANDIEGOINST 5000.1F
 - (b) OPNAVINST 3120.32B
 - (c) SECNAVINST 5500.29B
 - (d) OPNAVINST 5530.14B
- 1. <u>Discussion</u>. In order to ensure a standardized method to accomplish overall training for sentries on Naval Station, San Diego waterfront, the following PQS regimen is directed.
- 2. <u>Action</u>. Completion of PQS is required before personnel are assigned to this duty. This training is required on a one time basis only and shall be documented by page 13 entry in order to maintain continuity. Entry shall state that sentry training has been accomplished in accordance with this instruction.

3. Sentry Fundamentals

- a. Discuss procedure for checking identification cards:
 - (1) Proper photograph.
 - (2) Correct expiration date.
 - (3) All information filled in on both sides.
- b. Discuss proper identification for restricted area access:
 - (1) Military identification card.
 - (2) Military dependent identification card.
 - (3) Public Works Center identification card.
 - (4) Commercial contractor identification card.
 - (5) Naval Station/Naval Shipyard identification card.
 - (6) Photo identification required in all cases.
- c. Discuss procedures for unacceptable identification:
- (1) Personnel with other than accepted identification (escorted by host ship).

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- (2) Personnel with questionable identification (tampered, expired, etc.). Call NAVSTA Police and notify Pier SOPA.
 - d. Discuss regulations for vehicle access.
- (1) "Essential" commercial contractor, public works center, vendor, or supply center vehicles.
- (2) Other commercial contractor, public works center, vendor, or supply center vehicles with valid pass (pickup/delivery only).
- (3) Emergency and law enforcement vehicles to include NCIS, DIS, and U.S. Marshall(s).
 - (4) Privately owned vehicles.
- e. Describe security standards and the general orders for sentries/rovers as listed in enclosures (1) and (3) of this instruction.
 - f. Discuss responsibilities and duties in enclosure (2).
- g. Complete training as prescribed in Annex W, Appendix IV of reference (a).
 - h. Discuss required watchstander equipment:
 - (1) Whistle
 - (2) Guardbelt
 - (3) Police Baton
- i. Discuss use on duress and emergency procedures and equipment:
 - (1) Whistle (four blasts).
 - (2) Messenger.
 - (3) Phone.
 - (4) Station Phone.
 - (5) Other officers/petty officers in area.

- j. Discuss the rules that apply to all watchstanders when relieving the watch as listed in reference (b), Article 414.
- k. Discuss the orders to the sentries in reference (b), Article 405.
- 1. Discuss the circumstances under which force may be used (references (c) and (d)).
- m. Emergency Conditions. There will be many situations that may confront the sentry. Some examples are:
- (1) Discuss watch station responsibilities and initial actions during the following drills/emergencies:
 - (a) Unauthorized restricted area access.
 - (b) Hostage situation.
- (c) For Pier Sentries: Unknown swimmer/diver near ship/pier.
 - (d) Bomb or bomb threat.
 - (e) Explosion.
- (f) Forceful entry to restricted area by vehicles or personnel.
 - (g) Photographs being taken by person(s).
 - (2) In all cases initial response is the same:
 - (a) Sound four blasts on whistle.
 - (b) Call station police.
 - (c) Contact Pier SOPA.
- n. There are no systems to be discussed for this watch station.
- o. <u>Watch Station Sentry</u>. Estimated completion time: One week. Before starting your assigned tasks complete the following items:
- *Note: Completion of fundamentals comprises 20 percent of watch station.

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Tasks

- (1) What are the steps of this procedure?
- (2) What are the reasons for each step?
- (3) What communications must be established?
- (4) Perform the task.

	(T)	(\angle)	(3)	(4)
Check I.D. of personnel entering pier	X	X	X	X
Screen vehicles entering restricted area	X	X	X	X
Demonstrate proper duress whistle blasts		X		X

Signature Date

*Note: Completion of tasks comprises 15 percent of watch station.

Infrequent Tasks

(1) (2) (3) (4) (1) Demonstrate proper method of detention of individuals Χ Χ Χ Χ (2) Demonstrate proper methods of Χ X Χ Χ reporting emergency/intruder conditions (3) Discuss location of emergency phone Χ Χ Χ Χ numbers (4) Discuss unauthorized, unattended vehicles Χ Χ Χ Χ

Signature Date

*Note: Completion of infrequent tasks comprises 15 percent of watch station.

Abnormal Conditions. None to be discussed.

Emergencies.

- (1) What immediate action is required?
- (2) Perform or simulate the immediate action for this emergency.

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	(1)	(2)
Unauthorized Pier access	Χ	Χ
Hostage situation	X	X
Unknown swimmer/diver near ship/pier	Χ	Χ
Bomb Threat	X	X
Explosion	X	X
Forceful entry by vehicles or personnel	Χ	Χ
Photographs being taken by person(s)	Χ	Χ

Signature Date

*Note: Completion of emergencies comprises $2^{\frac{1}{5}}$ percent of watch station.

Watches

(1) Stand one watch under qualified supervision.

Signature Date

*Note: Completion of watches comprises 25 percent of watch station.

5

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	Date:	
1. All watchstanders are PQS qualified in accordance with SOPASUBAREAEAST 5530.1F. (Previous watch is not properly relieved until qualified relief reports for duty).		
2. All watchstanders have whistles.		
3. All watchstanders have clean guard belts and foul weather gear (when required).		
4. All watchstanders are armed with 26" police batons or in accordance with current THREAT CONDITION.		
5. Duress light/siren tested on 08-12 watch by Pier SOPA		
6. Sentry shack inspected for damage to shack/installed systems, to include graffiti.		
7. Pier Phone/light in sentry shack works		
8. Security lights near gate work (check condition during hours of darkness).		
9. Security gate in good condition. Cement barricades properly placed in front of gate.		
10. All ships at pier have phone numbers listed in sentry shack.		
11. Pier SOPA and phone numbers in sentry shack.		
12. Police, shore patrol, fire, and ambulance numbers in sentry shack.		
13. Review Pier Sentry instruction book and verify SOPASUBAREAINST 5530.1F is readily available.		

PIER SENTRY DRILL INITIATING ORDER/CHECK LIST

From:	SOPA	Sub-area	East,	San	Diego
To:	SOPA	Pier			

Subj: PIER SECURITY DRILL INITIATING ORDER

Ref: (a) SOPASUBAREAEASTINST 5530.1F

Encl: (1) Pier Intrusion Exercise Check-List

- 1. _____ is simulating intruder penetration on pier _____ during a pier security drill conducted in accordance with procedures elaborated herein and in SECNAVINST 5500.29B.
- 2. Pier sentries and other security forces will use no force to apprehend the intruder identified by these orders. When apprehended, the intruder will offer no resistance nor attempt to escape, and is to present this initiating order with personal military identification card to the personnel apprehending the intruder and to the Pier SOPA Command Duty Officer (CDO) or when notifying the CDO in the event the intrusion attempt is successful.
- 3. If apprehended by Pier Sentries or other security forces while attempting an intrusion, the intruder is to be taken to the Pier SOPA quarterdeck. A representative of the Pier SOPA CDO will then accompany the intruder back onto the pier for completion of enclosure (1), (Figure 6-1).
- 4. If not apprehended, the intruder will continue penetration of the pier and then notify the Pier SOPA CDO. He will remain in the vicinity of the quarterdeck while observing pier security procedures (standard unit security alert procedures are to be executed as a portion of the pier security drill). Under no circumstances is the intruder to attempt intrusion of a ship using these orders.
- 5. Upon completion of the drill, the intruder will return to the pier with a representative of the Pier SOPA CDO and complete enclosure (1), (Figure 6-1). The command will receive an evaluation of the response to the drill for endorsement and forwarding via chain of command to SOPA Sub-area East Admin (Code N8).

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PIER INTRUSION EXERCISE CHECK-LIST

- 1. <u>Purpose</u>. To train Pier Sentry watches in the detection of unauthorized personnel or vehicles attempting to enter the pier, evaluate procedures for dealing with attempted or successful intrusion, and determine the material condition of the sentry post and the qualification and appearance of the Pier Sentry and all pier watchstanders.
- 2. <u>Periodicity</u>. To be conducted monthly on each pier, or as directed by higher authority.
- 3. Requirements. A military member (E-1 through 0-6) in uniform or civilian clothing in possession of a military identification card (DD Form 2N) and in possession of a written letter of authorization issued by SOPA Sub-area East. The member may also possess such false identification, packages, and simulated explosive devices as the officer in charge of the exercise (OCE) may direct.
- 4. OCE Responsibilities. The OCE of the exercise will:
 - a. Designate personnel to attempt intrusion.
 - b. Provide intruders with written orders.
- c. Ensure intruders have proper military identification and false ID, if used.
- d. Brief, prepare, and rehearse method of intrusion, time to conduct exercise, and scenario to be followed.
- e. Ensure intruders understand that NO FORCE is to be employed in order to evade detection or apprehension.
- f. Submit post-exercise report to SOPA Sub-area East ADMIN Code (N8) via chain of command to be received by SOPA Sub-area East within five working days from date of exercise.
- 5. Intruder Responsibilities

The intruder will:

- a. Attempt pier intrusion as directed by OCE.
- b. Use NO FORCE in connection with this exercise.

- c. Show proper identification when required (i.e., upon detection, or when identifying self to Pier SOPA CDO in the case of a successful intrusion.
 - d. Terminate the exercise when detected.
- e. Complete this exercise check-list, sign it, obtain the signature of the Pier SOPA CDO on it, and provide a copy to the Pier SOPA CDO.
 - f. Return the completed exercise check-list to OCE.
- g. Obtain endorsement of corrective action taken by Pier ${\tt SOPA}$, as required.

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Pie:	r: Date: Time:	VEC	NO
	Did Pier Sentry ask intruder for proper ID a y entry to intruder without proper identifica	nd	NO
appe lear	Did sentries and rovers present an alert earance (no smoking, eating, drinking, ning against gate hardware or reading spapers and magazines) on watch?		
SOP	Was the security watch set in accordance, wit ASUBAREAEASTINST 5530.1F? And was the truction available for use by watchstanders?	h 	
uni: whi	Were all sentries and rovers in proper form (dungarees with command and Navy ball cate guard belt, standard 2611 police baton, stle and foul-weather gear (if appropriate)?	p), clean	
	Was the Pier Sentry watch-to-watch check-off t properly maintained?		
6.	Was the Pier Sentry post clean and orderly?		
7.	Was the Pier Sentry post telephone operation	al?	
	Was the pier gate operational? If so, was the pier gate used to ectively control vehicle access?		
for	Were phone numbers posted at Pier Sentry pos Pier SOPA, ships present at pier, base polic re patrol, fire and ambulance?		
	Were interior/exterior lights for pier try post operational?		
TO S	Were sentries/rovers familiar with ORDERS SENTRIES (Enclosure 3 to SOPASUBAREAEASTINST 0.1F)?		
	Were sentry/rovers familiar with circumstan ch warrant use of deadly force?	ces	
	Has the watchstander been properly trained use of the standard 261, police baton?	in 	
	Λ	Fncl	16

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		YES	NO
14. Did sentry/rover activate the all case of successful intrusion (initiated calling Pier Sentry on telephone or sentence messenger to inform sentry of pier per by unauthorized personnel)?	ted by CDO sending		
15. Did ships at the pier respond presentry's/rover's alarm?	coperly to		
16. Was base police informed of dril	11?		W. P. P. Landson
17. Were any unauthorized/unattended on pier? If yes, identification and locat	,		
18. Were there any unsafe conditions	3?		·
Command endorsement is/is not require	ed.		
Additional comments:			
Signatures:			
Intruder:	Phone Number:		
Pier SOPA CDO:	Phone Number:		

PIER SECURITY PROCEDURES DURING TERRORIST THREAT CONDITIONS (THREATCONS)

1. <u>Purpose</u>. The objective of this enclosure is to provide guidelines that will assist Commanding Officers reduce the danger of terrorist and other security threats to the ship while in port. It provides direction to maximize security of the ship based on current threat conditions and consistent with performance of assigned missions and routine functions. This is accomplished by requiring certain security watches, criteria and practices.

2. Responsibility

- a. Pier SOPA is responsible for the maintenance and accuracy of a pier security watch bill and coordination with NAVSTA San Diego during periods of increased threat. When it is necessary to increase the number of pier sentries/rovers, Commanding Officers of ships providing pier sentries must ensure they are qualified in accordance with enclosures (1) through (4) of this instruction.
- b. When it becomes necessary for pier security watchstanders to be armed, they $\underline{\text{MUST}}$ be qualified in accordance with reference (d) and briefed on the rules associated with the use of deadly force as outlined in this instruction.
- c. Anyone with reason to believe the ship is in danger of sabotage or terrorist attack shall immediately notify the Officer of the Deck (OOD). All hands shall be alert for attempts to board the ship at locations other than the brows, sea ladders, or normal access areas.

3. Pre-port Arrival Procedures

- a. High levels of activity, both aboard ship and on the pier when a vessel arrives in port, must not be allowed to degrade security. Security must be integrated into pre-arrival procedures. Pier SOPA will take the following actions:
- (1) Obtain current threat assessment from the appropriate local officer of the Naval Criminal Investigative Service.
- (2) Muster pier security personnel and brief threat specifics, review rules of engagement and use-of-force policies, security assignments, and responsibilities.

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- (3) Review list of emergency points of contact: Pier SOPA, NAVSTA Security, and SOPA Sub-area East Admin.
- (4) If NAVSTA is operating under THREATCON BRAVO or a threat to a specific ship is received, use of a military working dog and divers to conduct a search of the pier prior to the ship's arrival will be completed. If a suspicious item is found, notification to the appropriate explosive ordnance disposal unit is to be made. Once cleared, installation NAVSTA security force will maintain security until relieved by ship's personnel.
- 4. Responsibility for posting watches. Pier SOPA is directly responsible for coordination and posting all pier security. Watchstanders and shall ascertain that personnel on watch are familiar with and proficient in their duties. All watchstanders bearing arms will be qualified in accordance with reference (d). Weapons will be loaded in accordance with paragraph 0605 of OPNAVINST 5580.1 CH2 series.

5. Anti-Terrorism Procedures and Policies

- a. In assessing the terrorist threat to U.S. personnel and interests, Department of Defense intelligence agencies use a combination of known or suspected terrorist capabilities and motivations, and assign an appropriate threat level using a five-step scale (CRITICAL, HIGH, MEDIUM, LOW and NEGLIGIBLE) to describe the severity of the threat.
- b. Threat assessments include assigned threat levels and provide the latest details on terrorist activities for a particular location. Threat assessments provide information to assist a Commander in determining the appropriate THREATCON. THREATCON declaration remains the exclusive responsibility of local Commander, Commanding Officers or heads of U.S. agencies. THREATCONs have the following associated conditional meanings:
- (1) THREATCON ALPHA: This condition is declared when a general threat of possible terrorist activity is directed toward installations and personnel, the nature and extent of which are unpredictable, and where circumstances do not justify full implementation of THREATCON BRAVO measures. However, it may be necessary to implement certain selected measures from THREATCON BRAVO as a result of intelligence received or as deterrent. The measures in this threat condition must be capable of being maintained indefinitely.

- (2) THREATCON BRAVO: This condition is declared when an increased and more predictable threat of terrorist activity exists. The measures in this threat condition must be capable of being maintained for weeks-without causing undue hardships, without affecting operational capability, and without aggravating relations with local authorities.
- (3) THREATCON CHARLIE: This condition is declared when an incident occurs or intelligence is received indicating that some form of terrorist action against installations and personnel is imminent. Implementation of this threat condition for more than a short period will probably create hardship and will affect the peacetime activities of the ship and it personnel.
- (4) THREATCON DELTA: This condition is declared when a terrorist attack has occurred in the immediate area of intelligence has been received that terrorist action against a specific location or person is likely. Normally, this threat condition is declared as a localizing warning.

6. Terrorist THREATCON Measures

- a. The measures outlined below are for use on piers while in port. These measures serve two purposes: First, the crew is alerted, additional watches are created, and there is greater security; Second, these measures display the ship's resolve to prepare for and counter the terrorist threat.
- b. The command must maintain flexibility. As threat conditions change, the ship must be prepared to take action to counter the threat. When necessary, additional measures must be taken immediately. While the simple solution to THREATCON CHARLIE or DELTA is to get underway, this option may not always be available.
- c. In addition to the shipboard THREATCON measures outlined in reference (c), the following THREATCON measures will be established for pier security and monitored by Pier SOPA:

(1) THREATCON ALPHA Measures

(a) Pier SOPA muster and brief pier security sentries/rovers and supervisors on the threat, ship security and security precautions to be taken.

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- (b) Ship Commanding Officers review security plans and keep them available. Keep key personnel who may be needed to implement security measures on call.
- (c) Pier SOPA will, consistent with regulations, augment Pier Security by posting the following personnel (armed if appropriate): Supervisor (E-6), Sentry and Rover. All armed personnel will be qualified in accordance with reference (d).
- (d) U.S. Naval vessels moored alone at the pier, may, after obtaining permission from SOPASUBAREA EAST, reduce pier security personnel to a single gate guard. Pier SOPA shall make requests based on operational necessity and not for convenience. This manning reduction does not, however, relieve any Pier SOPA from ensuring the entire pier area is secure at all times, based on current local threat level.
- (e) Grant no pier relaxations. Positively identify all personnel entering pier by photo identification cards.
- (f) Limit the total number of vehicles, regardless of status, on any pier to no more than five. (This is not to include vehicles in designated parking spaces posted on piers 2, 7 and 13).
- (g) Consistent with regulations, establish unloading zone(s) on the pier away from the ship.
- (h) Ensure barriers are in place to keep vehicles from running through closed pier gates.
- (i) Inspect all vehicles entering pier for unauthorized personnel, weapons and/or explosives to include: Engine compartment, trunk, under chassis, wheel wells, passenger area (including under and behind seats), glove compartment, etc.
- (j) Inspect $\underline{\text{all}}$ hand-carried items and packages before they enter the pier area.
- (k) Unauthorized craft should be kept away from the ship; authorized craft should be carefully controlled, surveilled and covered.
- (1) Conduct security drills, to include bomb threat exercises.
- (m) Review individual actions in THREATCON BRAVO for possible implementation.

(2) THREATCON BRAVO Measures

- (a) Maintain appropriate THREATCON ALPHA measures.
- (b) Remind all pier security personnel to:

 1. Be suspicious and inquisitive of strangers particularly those carrying suitcases or other containers.
 - 2. Be alert for abandoned parcels or suitcases.
 - 3. Be alert for unattended vehicles nearby.
 - 4. Be wary of any unusual activities.
 - 5. Notify the Pier SOPA of anything suspicious.
- (c) Establish additional $\underline{\mathsf{ARMED}}$ watch on the pier to check IDs and inspect baggage prior to personnel being cleared on pier.
- (d) After working hours, arm all quarterdeck; watch standers and Command Duty Officer in accordance with reference (d).
- (e) Provide shotgun and ammunition to quarterdeck. If situation warrants, place sentry with shotgun inside the superstructure at a site from which the quarterdeck or other access from the pier can be covered.
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- (g) Implement procedures for expedient issue of firearms and ammunition from small arms locker(s) (SAL). Ensure a set of SAL keys are readily available and in the possession of an officer designated for this duty by the Commanding Officer.
- (h) Load additional small arms magazine clips to ensure adequate supply for pier security personnel.
- (i) Test communications with NAVSTA security, Pier SOPA and other U.S. Navy ships in port.
- (j) Instruct pier rovers to conduct frequent-random searches under piers, with emphasis on potential hiding places, pier pilings and floating debris.
- (k) Conduct searches of the ship's hull and boats at intermittent intervals.

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- (1) Move all vehicles and objects, such as crates and trash containers, 100 feet from the ship.
 - (m) Terminate all public visits.
 - (n) Remove one brow if two are rigged.
- (o) Maintain capability to get underway on short notice or as specified by SOPA/S.D. Rig brow and/or accommodation ladder for immediate raising/removal.
- (p) Brief pier security personnel on procedures for repelling small boats, vehicles and ultra-light aircraft.
- (q) Review riot/crowd control procedures, asylum seeker procedures and bomb threat procedures.
- (r) Monitor local communications (ship to ship, TV, radio, police scanners, etc.).
- (s) Implement additional security measures for high-risk personnel as appropriate.
- (t) Review individual action in THREATCON CHARLIE for possible implementation.
- (u) Remove all previously authorized vehicles from the piers, allowing no access except for emergency vehicles, immediately required service vehicles (e.g., cranes) and other PWC and contractor vehicles required (as determined by Pier SOPA) to get ships underway.

(3) THREATCON CHARLIE Measures

- (a) Maintain appropriate THREATCON ALPHA and BRAVO measures.
- (b) Be prepared to get underway on one hour's notice or less.
- (c) Muster and arm additional pier security personnel as necessary. Position additional personnel at designated location(s) for immediate response if necessary.
- (d) Deploy picket boat(s). Boats should be identifiable night and day from the ship (e.g., lights or flags).
- (e) Activate anti-swimmer watch. (Portions of watch may already be implemented by previous THREATCON measures).

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- (f) Enforce boat exclusion zone.
- (g) Discontinue contract work.
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(4) THREATCON DELTA Measures

- (a) Maintain appropriate THREATCON ALPHA, BRAVO and CHARLIE measures.
- (b) Randomly inspect all vehicles parked within 80 feet of pier entrance.
 - (c) Prepare to get underway.

CONDITIONS FOR THE USE OF DEADLY FORCE

References:

- (a) SECNAVINST 5500.29B
- (b) OPNAVINST 5530.14B
- (c) OPNAVINST 5580.1
- 1. Specific guidance on the use of deadly force is contained in references (a) and (b). Applicable portions are included herein. Deadly force is that force which a person uses with the purpose of causing or which he knows or should know would create a substantial risk of causing death or serious bodily harm. Its use is justified only under conditions of extreme necessity as a last resort, when all lesser means have failed or cannot reasonably be employed, and only under one or more of the following conditions:
- a. <u>Self-defense</u>. When deadly force reasonable appears to be necessary to protect law enforcement or security personnel who reasonably believe themselves to be in imminent danger of death or serious bodily harm.
- b. Assets involving National Security. When deadly force reasonably appears to be necessary to prevent the threatened theft of, damage to, or espionage aimed at property or information specifically designated in writing by a commander or other competent authority as vital to the national security; to prevent the actual theft of, damage to, or espionage aimed at property or information which, though not vital to the national security, is of substantial importance to the national security; or, to apprehend or prevent the escape of an individual whose unauthorized presence in the vicinity of property or information vital to the national security reasonably appears to present a threat of theft, sabotage, or espionage. Property will be specifically designated as vital to the national security only when its loss, damage, or compromise would seriously prejudice national security or jeopardize the fulfillment of an essential national defense.
- c. Assets not involving National Security but inherently dangerous to others. When deadly force reasonably appears to be necessary to prevent the actual theft or sabotage of property, such as operable weapons or ammunition, which is inherently dangerous to-others, i.e., property which in the hands of an unauthorized individual presents a substantial potential danger of death or serious bodily harm to others.

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- d. <u>Serious offenses against persons</u>. When deadly force reasonably appears to be necessary to prevent the commission of a serious offense involving violence and threatening death or serious bodily harm (such as arson, armed robbery, aggravated assault or rape).
- e. <u>Apprehension</u>. When deadly force reasonably appears to be necessary to apprehend or prevent the escape of a person reasonably believed to have committed an offense of the nature specified in sub-paragraphs 1.b. and 1.d. above.
- f. $\underline{\text{Escapes}}$. When deadly force has been specifically authorized by competent authority and reasonably appears to be necessary to prevent the escape of a prisoner.
- 2. In order to comply with local law, a commander may impose further restrictions on the use of deadly force if in his judgement such restrictions would not unduly compromise important security interests of the United States.
 - a. An order to halt will be given before a shot is fired.
- b. Firing a warning shot is a safety hazard and is prohibited.
- c. Shots will not be fired if they are likely to endanger the safety of innocent bystanders.
- 3. No individuals will be permitted to perform security duties until they have received instructions on applicable requirements and regulations relating to the use of force. Use of force training shall be repeated periodically for personnel assigned these duties ensuring knowledge of governing directives.

